

Conceptual Project Schedule*

| PROJECT SCHEDULE | RED LINE | GREEN LINE |
|---|------------------------------|-------------------------------|
| Definition of Alternatives/ Alternatives Retained for Detailed Study | January 2004 - April 2005 | January 2004 - April 2006 |
| Alternatives Analysis/ Draft Environmental Impact Statement Public Hearings | June 2004 - January 2007 | June 2004 - January 2008 |
| Preliminary Engineering | January 2006 - November 2008 | November 2006 - November 2009 |
| Final Environmental Impact Statement (FEIS) | April 2007 - April 2008 | April 2008 - April 2009 |

* This chart includes funded phases only.



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Governor*

*Robert L. Flanagan
MDOT Secretary*

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FOR ADDITIONAL INFORMATION, PLEASE:

- Visit the project website at www.baltimoreregiontransitplan.com
- Send an email to the redline@mtamaryland.com or greenline@mtamaryland.com
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Alternative formats available upon request.



Baltimore Red and Green Line Studies

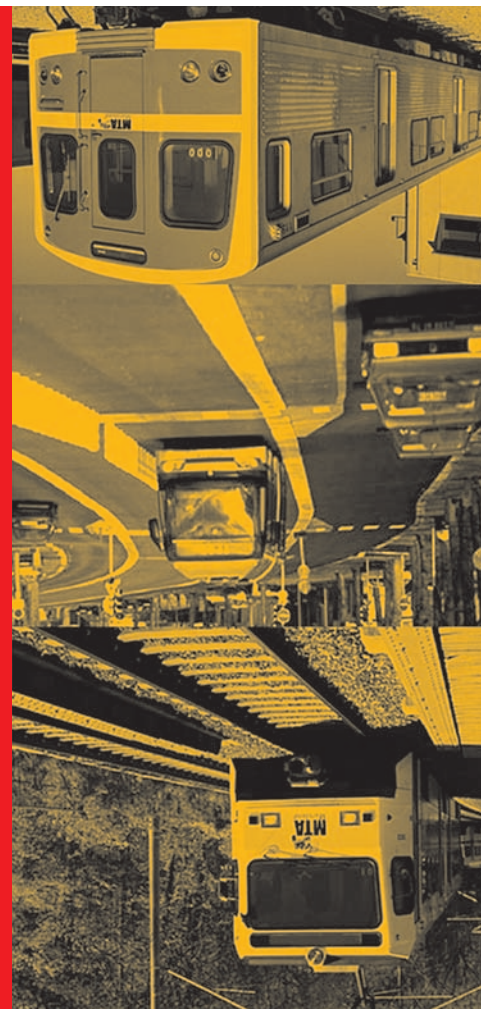
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PROJECT NEWS
**MARYLAND TRANSIT ADMINISTRATION
EXPANDING TRANSIT IN BALTIMORE REGION -
STUDIES ACTIVE AND MOVING FORWARD**

Studies look at providing rapid transit service between Woodlawn and Patterson Park, and from Johns Hopkins Hospital to Morgan State University/Good Samaritan Hospital

The Maryland Transit Administration (MTA) is continuing study on two priority corridors from the Baltimore Region Transit Plan: the Red Line and the Green Line. The Red Line would provide a direct connection from Woodlawn to Patterson Park and the Green Line would

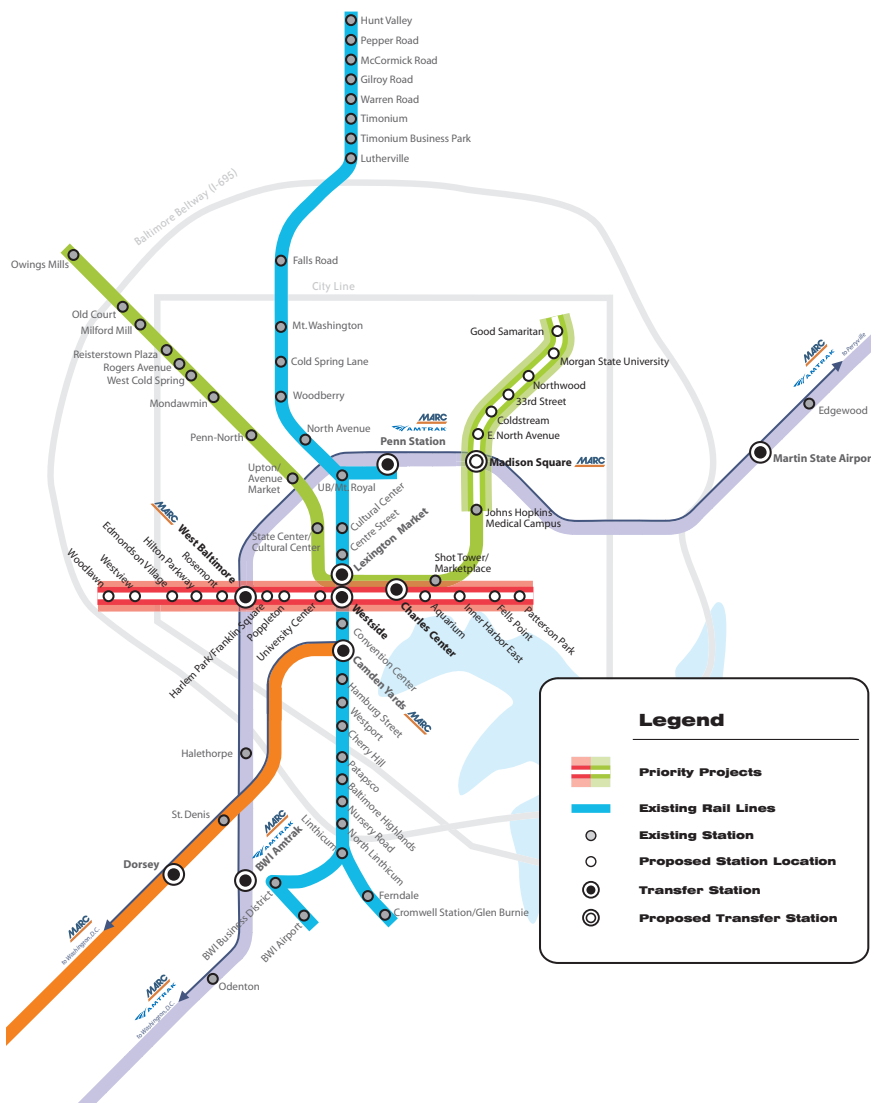
connect Johns Hopkins Hospital to the Morgan State University/Good Samaritan Hospital area. For detailed information about the Red and Green Lines, see descriptions on page 2.

The primary goal for both the Red Line and Green Line is to improve mobility in the Baltimore metropolitan area. The lines will also:

- Improve transit connections
- Support community revitalization plans and help spur economic development
- Reduce traffic congestion and air pollution
- Provide opportunities for transit oriented development
- Provide a transit option through heavily traveled corridors in the Baltimore area

Options being considered for the Red Line are Enhanced Bus Service, Bus Rapid Transit, and Light Rail. For the Green Line, Enhanced Bus Service, Bus Rapid Transit, and Metro Subway are being considered. Both studies are considering different route alternatives.

At this time, both projects are in the planning stage. (See full Conceptual Project Schedule on page 5.) Construction activities are not scheduled for either project.


TOPICS
Page
Get Involved
2
Types of Transit
3
2003 Scoping Meetings
4
Project Schedule
5

GET INVOLVED

Public input will be a critical factor in developing transit alternatives

If you are not already involved, we encourage you to get involved. And if you have been in touch with us, stay on board for an exciting ride. Your input is sought as the study team evaluates:

- Where will the transit routes be and how will they be built?
- Where will the stations be located?
- What impacts and benefits could these projects have in my community?

Your input has been important to us from the beginning. In preparation for the Red and Green Line studies, staff from MTA's Planning Office conducted a series of one-on-one and small group meetings with community, business, and organization leaders throughout the study corridors. More than 300 letters were sent out and followed up by personal telephone calls, inviting community leaders to talk to the

MTA about important resources and issues concerning their communities. Between November 2002 and April 2003, 52 meetings were held along the proposed Red Line, and 40 along the proposed Green Line with more than 100 people participating. These meetings helped MTA staff become familiar with communities and issues in the study areas.

The MTA will continue to collect information and solicit public input throughout the planning process in order to compare and evaluate the potential alternatives. The information and the transportation and environmental impacts will be described and summarized in a Draft Environmental Impact Statement (DEIS), a public document required when major federal funding is anticipated for a project. Public involvement is a required component in the development of this document.



The next series of meetings for the Red Line will be held in the fall of 2004. You are encouraged to attend. We will send a notification of meeting dates to those on our project mailing list and place notices in newspapers and on our

CONTINUE ON PAGE 3

THE RED LINE

The proposed Red Line is a 10.5 mile east-west corridor connecting the Woodlawn area of Baltimore County, Edmondson Village in Baltimore City, West Baltimore communities, downtown Baltimore and the communities in the vicinity of the Inner Harbor East and Fells Point/Patterson Park. In addition, the Red Line would provide service connecting to Baltimore's existing transit system - Metro Subway, Light Rail and MARC lines and would serve major employers such as the Social Security Administration, the Center for Medicaid and Medicare Services (CMS), and the downtown Central Business District. The western portion of the Red Line study area consists of suburban type residential, shopping and office park land uses. The study area continues through downtown and Fells Point/Patterson Park areas and includes Baltimore row-house communities, the downtown business district, and the redeveloping residential and commercial areas in Inner Harbor East.

THE GREEN LINE

The proposed Green Line is a four mile corridor extending from the Johns Hopkins Metro Station to northeastern Baltimore City in the vicinity of Morgan State University/Good Samaritan Hospital. The Green Line would provide service connecting to Baltimore's existing transit system - Metro Subway, Light Rail and MARC lines. Enhanced access to the Johns Hopkins Hospital, the proposed East Baltimore Biotechnology Park near Madison Square, and support for established city neighborhoods would be provided. The southern portion of the study area consists primarily of dense residential and institutional land use, while the northern portion consists primarily of medium-density residential areas and institutional uses.

Environmental Impact Statement Process (EIS)

SCOPING

MTA study team introduced the project and provided an opportunity for the public to comment on modes, corridors and issues of concern.

DEVELOPMENT OF PRELIMINARY ALTERNATIVES

Preliminary alternatives are currently being developed. The MTA plans to conduct a series of workshops and community meetings this fall to present alternatives and receive your input.

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

The DEIS will be presented in public hearings where the MTA will receive official comment and testimony.

FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)

All comments on the DEIS will be addressed in a FEIS.

RECORD OF DECISION (ROD)

The final step of study is for the Federal Transit Administration to issue a Record of Decision (ROD) that identifies the selected alternative, the rationale for its selection, and the mitigation measures proposed.

GET INVOLVED - CONTINUE FROM PAGE 2

project website. In the meantime, the MTA welcomes your input and questions. Please visit our website at www.baltimoreregiontransitplan.com to be included on the project mailing list, make comments or to get information on the Red and Green Lines. You can also request to have an MTA representative attend your community meeting to provide updates and answer questions regarding plans for the Red Line and Green Line.

ALTERNATIVE TRANSIT MODES UNDER STUDY

Alternative modes being considered for the Red Line include Light Rail Transit (LRT), Bus Rapid Transit (BRT) and Enhanced Bus Service. For the Green Line, Metro Subway, Bus Rapid Transit and Enhanced Bus Service modes are being considered. The MTA is also required by the Federal Transit Administration (FTA) to study a "No-build" alternative in both the Red and Green Line corridors which allows the agency to compare the proposed new transit alternatives to the option of not building a new transit project.

BUS RAPID TRANSIT

- A transit mode that uses standard transit vehicles or advanced technology vehicles
- Combines stations, vehicles, fare collection systems and traffic signals into an integrated system that improves vehicle travel time and reliability
- Operates on existing roads and/or exclusive running ways



LIGHT RAIL

- Electric railway system that operates on track as single cars or short trains
- Rights-of-way can be at ground level, on aerial structures or in tunnels
- Can operate in mixed traffic, in the median of a roadway, underground or on a separate right-of-way



METRO SUBWAY

- Electric railway that operates at high speeds on track that is separated from cars and pedestrians
- Separation from cars and pedestrians is necessary because heavy rail transit gets its power from a high-voltage rail along the track (third rail)
- Built at ground level, in a tunnel, elevated on a bridge, or in the median of an expressway



ENHANCED BUS SERVICE

- Consists of improvements to the existing bus operations and services in the corridor such as more frequent service and improved bus stops
- Intended to be a lower cost set of service/operational improvements



2003 SCOPING MEETINGS - WHAT YOU HAD TO SAY

The public commented on the following issues during last year's Scoping process

Potential traffic impacts, the importance of connecting existing transit with any new transit, and specific alignment choices were major comments expressed to the MTA by those who attended the Scoping meetings held in May and June of 2003. There were seven Scoping meetings held in various locations throughout the Red and Green Line study areas. The information presented at the Scoping meetings was provided on the website. Approximately 300 people attended the public meetings. During the Scoping period, nearly 200 comments were received through comment cards, e-mails and letters submitted to the MTA.

The Scoping meetings helped the MTA to identify alternatives and issues that will need to be considered such as community and neighborhood impacts, potential impacts to historic structures, parklands and other environmentally sensitive concerns. MTA is continuing to identify and better understand these issues.

Listed are the major themes from the comments received.

- **Schedule:** Move ahead quickly with the projects to improve transit service in the Baltimore Region.
- **Heavy Rail:** Suggestions were made to include heavy rail (Metro Subway) as a mode alternative under study for the Red Line.
- **Bus Rapid Transit (BRT):** Comments were mixed, with some favoring BRT as a more affordable alternative and others expressing concern that BRT would not provide a high quality service.
- **Local Traffic Impacts:** Concerns were expressed about potential traffic impacts at stations.
- **Connectivity:** The importance of good connections between the proposed lines and existing rail transit lines was emphasized.